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K. HIRATA SHOTEN

SHIPPING & WATERFRONT NEWS

WIRELESS USED TO ORDER NEW SHAFT MADE

HARBOR NOTES

TYPHOON RAGES AROUND CITY OF PUEBLA

Five days' time was saved in replacing the broken intermediate shaft of the Matsen freighter Enterprise by radioing the dimensions of the broken piece to San Francisco and placing a contract for a new one, according to the Chronicle of April 6.

When the Enterprise broke down Sunday morning, April 2, 450 miles from San Francisco, she sent in a radio to the Matsen offices.

The report of her condition was made to Capt. C. W. Saunders, port captain of the Matsen company, by wireless and he ordered the Matsen to pick up the vessel in distress, also by wireless, says the Chronicle.

This in itself would be worthy of mention but it is not the most important part of the incident. The next morning Capt. Saunders asked Capt. J. O. Youngren of the Enterprise the dimensions of the broken shaft.

These were sent to port and the contract for the broken piece of machinery was made two days before the disabled vessel arrived in tow of the Matsen. By use of the wireless about five days have been saved in replacing the shaft and in getting the steamer to sea again.

The Chronicle adds that the crew of the Matsen will receive bonuses of at least one month's salary each for the Matsen's work in towing the Enterprise to San Francisco.

DEEP-SEA DIVING STUNT PLANNED BY FORBES

How easy it is for a commissioner of public works to put on a diving suit and descend to the watery depths of the pier 8 slip, will be demonstrated soon by Charles R. Forbes, who is going to make a personal inspection of the base of the slip bulkhead after the forms are removed, to see whether they come up to specifications. He is an expert diver.

It was rumored around the waterfront that Commissioner Forbes was going to do his deep-sea act this morning, but he denied this later in the day, saying he would go down when the work was further along. A diver is now working at the bottom of the forms, and the harbor commission also has a diver inspector supervising the work every day.

At the present time, all the bearing piles on the slip side of Pier 8, one of the three new territorial piers now under construction by the Lord-Young Engineering Company, the contractors, have been driven. There are 45 of them, and the retaining bulkhead rests on the piles.

Three 16-foot sections of the bulkhead have been filled with concrete to date, and 130 concrete piles have been made, and are being "cured" by 30 days' exposure given for the concrete, to set and harden, before the piles are driven.

The lumber schooner Mary E. Foster brought 113,000 feet of logs last week for the new piers last week, and 40 tons of reinforcing steel were received a short time ago by the contractors.

The piers, when completed, will be as modern and efficient as any in the largest ports of the world. They will enable both incoming and outgoing freight to be handled at the same time, and railroad tracks will make it possible to bring in and take out cargoes by rail with convenience.

KILAUEA MEETS BAD SEAS ON KAU COAST

Strong winds and a rough sea at Kau, Hawaii, interfered with the Inter-island steamer Kilauea loading Punaluu sugar and only part of the amount which was to have gone could be taken, according to the trip report of the boat, which arrived this morning from Maui and Hawaii ports, on the Mauna Loa's run.

Purser Henry K. Sheldon reported 1205 bags left at Punaluu after shipment. He gave the following sugar list awaiting shipment: Punaluu, 1953; Honokaa, 9000; Paauhau, 29, 350; Paauilo, 928.

The Kilauea brought 17 cabin, five-way cabin, 54 deck and 10 way deck passengers. Inward freight included 3040 bags of H. A. sugar, 1625 sacks of coffee, 225 of Japanese taro, 309 of charcoal, 110 bunches of bananas, 286 pieces of koa lumber, 122 sundries and other island products.

Arrival of the Matsen steamer Hilolani, from Hilo April 12, at San Francisco yesterday, is reported.

Next mail from San Francisco will arrive Tuesday morning on the Matsen.

The lumber schooner Alice Cooke was sighted off Koko Head about 10 o'clock this morning. She is bringing lumber for this port.

At noon Tuesday the Matsen steamer Manoa will take the next mail to San Francisco, mails closing at 10:30 that morning at the postoffice.

Towing the large Bennington, the Matsen steamer Manoa steamed for Kahului and Kaanapali last evening. She will return Monday morning.

Eleven days out today from Grays Harbor, the steamer Melville Dollar is expected any time, coming here for bunker oil. She has a lumber cargo.

Bringing a cargo of distillate, gasoline and crude oil from Gaviota, the oilship Marlon Chilcott arrived this morning, after a passage of 16 1-2 days.

Expected to steam from Hilo for San Francisco this afternoon with 1000 tons of Hawaii sugar for the Western Refinery, was the steam schooner Wilmington.

Dr. L. E. Hooper, assistant to Chief Quarantine Officer Dr. F. E. Trotter, will return to his office Monday. He and his bride have been on their wedding trip this week, at Haleiwa.

Data on imports will be received by the custom house here from Washington every month, instead of tri-monthly, according to advice received by Collector of Customs Malcolm A. Franklin.

In one day, 630,000 feet of lumber were loaded aboard the Japanese freighter Hokkai Maru at a Columbia river lumber yard. The Hokkai left Honolulu in March, arriving at the river April 3.

Only 700 tons of cargo and 189 passengers left San Francisco April 8 on the Hill liner Northern Pacific for Portland. The Great Northern did better than that every trip on the Honolulu run.

New engines are to be installed in the P-1, P-2 and P-3, now at Mare Island. It is thought they may be ordered here when repairs are finished. The sister-ships of the ill-fated P-4 left Honolulu last November.

Only three examinations of the books of the Honolulu custom house have been made in the last 14 years, it has been learned. Treasury Decision 36,265 orders special agents to make such examinations in future at least semi-annually.

A curling iron is not a tipper or a piler, according to Treasury Decision 36,272, which says the article shall pay 20 per cent ad valorem duty. Duty was originally levied on curling irons at 30 per cent ad valorem, the duty on nippers and pliers.

Rehearsal runs were held yesterday out of Pearl Harbor by the U. S. S. Alert and the submarines K-4, K-7 and K-8, preparatory to torpedo practice of the K-4. The latter submarine is expected to hold practice some time today or tomorrow.

Arrival of the American-Hawaiian steamer Texan, with her 14,200 tons sugar cargo, at San Francisco yesterday, is reported. Sunday night the Georgian is due to steam for Port Allen, Kahului, Kaanapali and Hilo to load 9000 tons of sugar for the coast.

The old Matsen bark Mohican, en route to Hilo today, where she will be used as a bay barge carrying molasses from the dock to steamer in the bay, was formerly a Brewer line vessel. She brought big guns for Pearl Harbor on her last voyage as a bark.

A lumber cargo will be loaded at Mukilteo, Washington, by the Chilean ship County of Linnithgow, from this port yesterday. She goes to Everett, Washington, the nearest port of entry for Mukilteo, and will be changed to American registry there, and renamed the Katherine.

According to Chairman C. R. Forbes of the harbor board, Capt. W. N. Curtis, mate of the Inter-island steamer Hamakua, will succeed Capt. M. A. Madson as assistant harbor master. The Star-Bulletin yesterday published the first news that Capt. Madson would succeed Capt. John C. Lorenzen as territorial pilot.

Deputy Collector of Customs Raymond Sharp gave permission to customs employees to attend Good Friday services in the various churches of the city this morning. The custom house remained open all day, as the government does not recognize Good Friday as a legal holiday.

The Matsen freighter Hyades, due Tuesday from Puget Sound, has 3800 tons of cargo for Honolulu, 250 for Port Allen, 700 for Kahului, 400 for Hilo and 75 for Kaanapali. Total freight on board is 5225 tons. The Matsen, due Tuesday morning from San Francisco, has 5920 tons for Honolulu and 736 for Hilo.

Old Liner Earns \$110,500 On One Voyage; Gets \$40 Per Ton for Outward Cargo

A tenth of a million dollars for one voyage is not a bad sum for a steamer with 1700 tons' carrying capacity to clean up. This is the amount the old Pacific Coast Steamship Company steamer City of Puebla has earned. To be exact, the sum is \$110,500. It will go to Struthers & Dixon, of San Francisco, who chartered her for one round-trip.

At 7:45 this morning the old liner docked at Pier 7, with the dark red Maltese cross, emblem of the Pacific Coast line, on her black funnel. Capt. J. G. Ludlow is in command. He knows this port well, having been chief officer on the Pacific Mailer St. Bertha. The Puebla's purser is C. M. Landers, former purser of the China when she was a P. M. boat last summer.

The City of Puebla came near not getting here at all, as she ran into the same typhoon, about 1000 miles off the Japan coast, that came within an ace of sinking the Dairen Maru and Pennsylvania, and carried away the steering gear of the big U. S. Navy Auxiliary Proteus. The Proteus was only 300 or 400 miles south of the Puebla at the time.

"It hit us March 12," said Capt. Ludlow, "and we dove to for two days. The only damage it did us was to smash in the saloon door, eight stateroom windows, and the engine room skylight. We boarded up the lower deck before we left San Francisco, to guard against possible typhoons. If we hadn't done so, this one might have foundered us."

Earned \$40 Ton Outward.

The City of Puebla is filled with general Chinese merchandise, 1700 tons, from Hongkong for San Francisco. For this she is getting a freight rate of \$25 gold a ton. Outward, from San Francisco to Japan and China ports, loaded to the hatches with explosives, she earned \$40 a ton, and was carrying arsenal, with benzol, dynamite, kerosene, gasoline and asphaltum aboard.

The old liner took on 260 tons of bunker coal and water here. The coal cost her \$17.50 a ton. When the steamer was here February 29, coal sold at \$8. Which shows expenses of running a steamer have gone up, as well as profits.

Struthers & Dixon chartered the Puebla for this voyage. Purser Landers and his wife are also agents for her sale. The liner left a little after 1 o'clock this afternoon, and expects to reach San Francisco a week from Sunday. She can still make 16 knots, but did only eight on the way over from Nagasaki, where she last coaled. She left that port 15 days ago.

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BOLINDER ENGINE IS GOING INTO JAMES MAKEE

Within the next 30 days the old James Makee, now being repaired and fitted up as an auxiliary schooner in the Inter-island shipyard by Eben Low, the owner, will be equipped with a 240 horsepower Bolinder Diesel-type four-cylinder engine, designed to use crude or fuel oil.

On the lumber schooner Alice Cooke, which arrived today, came two large masts for the Makee, and the new engine is expected to reach here within a short time. It has reacted New York from the Bolinder factories in Sweden. The Makee will have schooner rig.

Capt. William Matson is now having Bolinder engines installed in the Matsen barks Annie Johnson and R. P. Rithet, and the same engines have been put in recently on a new McCormick schooner, the firm which sold the Hamakua, formerly the Shoshone, to the Inter-island. It is said the Makee's engine will cost approximately \$13,000.

Six other schooners on the Pacific coast have also been equipped with this Diesel-type engine. The engine uses fuel or crude oil at a cost of a few cents a gallon, making it of low operating cost.

Trial of the case of O. A. Steven, charged with illegal emigrant recruiting, has been continued in Circuit Judge Stuart's court until 10 o'clock next Tuesday morning. It is expected that the supreme court will hand down a decision in Steven's application for a writ of habeas corpus early next week.

Joseph H. Johnson formerly clerk of the United States Senate finance committee and later a door-keeper in the United States Senate, died at Providence from pneumonia. He was 51 years old.

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LEGAL NOTICES

IN THE CIRCUIT COURT OF THE First Judicial Circuit, Territory of Hawaii—At Chambers—in Probate.
In the Matter of the Estate of James Awaawa, Deceased.

Notice to Creditors.
The undersigned, Daniel T. Houghtailing, Administrator of the Estate of James Awaawa, Deceased, hereby gives notice to all persons having claims against the estate of the said deceased to present such claims, duly authenticated, and with proper vouchers, if any exist, even though such claims be secured by mortgage of real estate, to the undersigned at his place of business at the Immigration Office, Channel Wharf, Territory of Hawaii, within six months from this date, or such claims will be forever barred.

And all persons indebted to said estate are hereby notified to make immediate settlement with the undersigned, administrator as aforesaid, at his place of business.

Dated at Honolulu, this 24th day of March, A. D. 1916.

DANIEL T. HOUGHTAILING,
Administrator of the Estate of James Awaawa, Deceased.
6431—Mar. 24, 31, Apr. 7, 14, 21

NOTICE TO CREDITORS.
ESTATE OF MARY S. CORBETT, DECEASED.

Notice is hereby given to all persons having claims against the estate of the above named Mary S. Corbett, deceased, late of Waikiki, Orange County, State of New York, to present the same to the undersigned Ancillary Administrator with Will Annexed of the said estate at his office in the Kaula Building, No. 120 S. King Street, in Honolulu, Territory of Hawaii, whether such claims be secured or unsecured, within six (6) months from March 24th, 1916 (being the date of first publication of this notice), or they will be forever barred.

Dated, Honolulu, T. H., March 24th, 1916.

HAWAIIAN TRUST COMPANY, LIMITED,
Ancillary Administrator with Will Annexed of the Estate of Mary S. Corbett, Deceased.
Smith, Warren & Sutton,
Attorneys for Administrator.
6431—Mar. 24, 31, Apr. 7, 14, 21

NOTICE.
To Whom It May Concern: I have severed my connection with the Honolulu Soda Water Co., Ltd., dating from April 5, 1916.

(Signed) CHAS. E. FRASHER.
6443—Apr. 7, 14, 21, 28

ANZEIGE.
Am Karfreitag, April 21, findet in der Deutschen Evangelisch-Lutherischen Kirche. Abends 7:30. Gottesdienst mit darauf folgendem Abendmahl statt, zu dem freundlichst eingeladen wird.

6452—Apr. 18, 19, 21

PROPOSAL FOR DREDGING—U. S. Engineer Office, Honolulu, Hawaii.
Sealed proposals for dredging in Honolulu Harbor, Hawaii, will be received in this office until 11 a. m., April 27, 1916, and then opened; further information on application, R. R. Raymond, Major, Engineers.
6421—Mch. 13, 14, 15, 16, Apr. 21, 22

BY AUTHORITY.
RESOLUTION NO. 500.

Be it Resolved by the Board of Supervisors of the City and County of Honolulu, Territory of Hawaii, that the sum of Three Thousand (\$3000) dollars be, and the same is hereby appropriated out of all moneys in the Treasury of the said City and County of Honolulu to the credit of the Road Tax District of Honolulu, for the following purposes, to wit:

District of Honolulu, \$3000.
Introduced by
DANIEL LOGAN,
Supervisor.
Honolulu, April 18, 1916.

I hereby certify that the foregoing Resolution passed First Reading and ordered to print at a meeting held by the Board of Supervisors on Tuesday, April 18, 1916, on the following vote of said board:

Ayes: Ahia, Hatch, Hollinger, Horner, Larsen, Logan. Total 6.
Noes: None.
Absent and not voting: Arnold. Total 1.

E. BUFFANDEAU,
Deputy City and County Clerk.
6453—3t

NOTICE.

Notice is hereby given that the undersigned will on April 28th, 1916, purchase from Lau Lee, also known as William Lau, that certain 1912 Cadillac Touring Car, registration No. 1379. Any claims against said Lau Lee will not be recognized by the undersigned.

CHEE HEE.
6455—Apr. 21, 22, 24, 26

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6455—6t

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\$2000—4-bedroom house on Matlock ave., nr. Piliot; 50x85; modern conveniences. This property has to be sold at a sacrifice to close an estate, whose owner refused \$3500 for it three years ago.

\$5000—The beautiful residence at the N.W. corner of Waiwale and 11th ave., Kaimuki, with a 2-bedroom, commodious dwelling; grounds are 20x225. Garage, outhouses, fine manile lawn, fruit trees, etc.

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